

Citizens' Guide to Transportation Planning in Lancaster County



A Publication of the
Lancaster County Transportation Coordinating Committee



Citizens' Guide to Transportation Planning in Lancaster County

Howard "Pete" Shaub
Chairperson of the Lancaster County
Transportation Coordinating Committee

"We have made a commitment that everything we do involving transportation issues in Lancaster County will improve safety, reduce congestion, enhance mobility, and preserve our resources. At the same time, we want to **EXPEDITE** the process. Your knowledge and participation in this process is vital, not only for our transportation system today, but for the system we'll have in the future. Remember, it is you that the transportation system is designed to serve, and we encourage you to get involved in planning it."



Our Future Includes You, and Its Planning Involves Us!

A Glimpse into the County of Lancaster

Lancaster County is situated in the south central region of Pennsylvania. The county is nestled against the banks of the Susquehanna River to the west, shares a common border with Maryland along the Mason-Dixon Line to the south, is adjacent to Berks and Chester Counties on the east, and borders both Lebanon and Dauphin Counties to the north. Lancaster County is world-renowned for being the home of America's oldest established Old Order Amish and Mennonite communities. The county is also unusual in that many sectors contribute to the overall health of the economy. Thriving agriculture,

manufacturing, tourism, service, and retail sectors comprise the well-balanced economy of Lancaster County. Our present and future transportation system must serve these interests, as well as all other aspects of the county and our residents.

Current Conditions and Trends

In 1999, there were 3,803 miles of roadway, 1,213 bridges, and 388,429 registered vehicles in Lancaster County.

The county's population continues to grow year after year, and in 2000, the US Census reported 470,658 residents. From 1980 to 2000, the population increased 30%, while registered vehicles increased by 54%, and the daily vehicle miles traveled increased by 62%! The county estimates the population will grow another 10% from 2000 to 2010 with corresponding greater increases in both vehicles and miles traveled.

The demographics of the population are changing as well. Our elderly population continues to expand, and, therefore, the needs of those citizens place special and unique circumstances on the transportation system.



Highway:

- Local municipal roadways: 2,648 miles
- Penn**DOT** roadways: 1,106 miles
- PA Turnpike Commission roadways: 31 miles
- Other Agencies roadways: 18 miles
- Local municipal bridges: 325
- Penn**DOT** bridges: 777
- Covered wooden bridges: 30
- Other bridges: 81

Transit:

- Red Rose Transit Authority: 18 routes, 1,794,000 total operating miles
- Amtrak's Keystone Corridor: 41 of 104 miles from Philadelphia to Harrisburg

Airports:

- 3 Public **U**se Airports
- 1 Commercial/Public **U**se

Recreation:

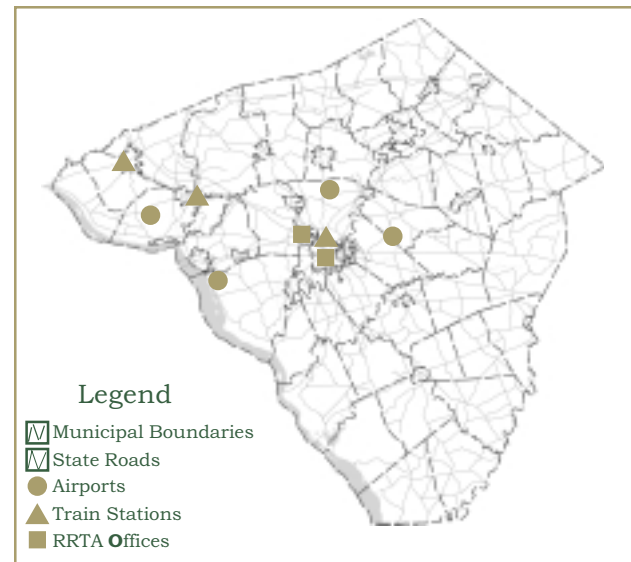
- County Park's Public Trails: 38.2 miles
- Rail to Trails: 3 trails, 9 total miles
- Public Boat Launches/Access Ramps: 11

transportation system is designed to serve, and we encourage you to get involved in planning it.

The purpose of this pamphlet is to provide you with a better understanding of the transportation planning process. We hope this guide familiarizes you with the process by identifying its participants and by describing how you can be a part of it. This pamphlet also contains a glossary of common terms and acronyms used in transportation planning, a response form that you may fill out if you wish to obtain additional information, and names of the staff members and their areas of responsibility whom you may contact for additional information and/or assistance.

Your Involvement

Believe it or not, citizens, like you, play a tremendous role in guiding our daily planning activities. The public's opinion, knowledge, and views provide valuable insight in how our transportation system is performing today and how it could perform better in the future. Citizen participation in studies examining specific corridors, such as **US30**, **PA23**, **PA72**, or other modes of the transportation system like train stations, bicycle/pedestrian facilities, and transit services, have led to improvements in our transportation system. Remember, it is you that the



First of All, What Is a Transportation Planning Process?

How do transportation projects get started?

You may have wondered when driving through a construction zone how this particular work became a transportation project. **F**irst, someone saw a need to make an improvement. Second, thanks to work of professional staff, data was collected and analyzed to define and identify what type of improvements would best meet the need. The type of improvements identified could include a new bridge, additional turning lanes, more parking at a train station, a downtown bus transfer terminal, etc. **O**nce the type of improvement had been determined, an assessment was made as to whether the improvement would impact the environment, and, if so, how. When the assessment was completed, including identification of measures to reduce the environmental impact, then the improvement was designed, and costs for right-of-way, utility relocation, and construction were estimated. **F**unds were then found to pay for the improvement. When all these steps were completed, advertisements were published for a contractor, and the construction contract was awarded to



the lowest cost qualified bidder. The selected contractor then began building the improvement.

Who takes the lead on all of those steps?

Federal law requires that urbanized regions like Lancaster County be represented by a Metropolitan Planning **O**rganization or “MPO” for the purpose of conducting a continuing, cooperative, and comprehensive transportation planning and programming process. The MPO designated by the governor of Pennsylvania for our county is the Lancaster County Transportation Coordinating Committee.

For major projects, our Metropolitan Planning **O**rganization (MPO) takes the lead for the initial planning steps, including determination of the type of improvement. Thereafter, the Pennsylvania **D**epartment of Transportation (Penn**D**OT), the Lancaster Transportation Authority, a municipality, or some other implementing agency takes the lead.

What does all of this mean to you? Together, with your input, our MPO determines transportation goals, policies,

and objectives for the county, which are embodied in a Long-Range Transportation Plan. To implement this plan, the staff of our MPO carries out transportation studies, data collection, and analysis to develop projects which our MPO guides through the funding process.

Every two years, our MPO adopts the Transportation Improvement Program or “TIP” which lists the priority projects eligible for federal funds in the next four years . . . all of which affect the quality of your travel every day. You can help determine what the project priorities should be since there are always more projects than funds to pay for them.

Where do the funds come from?

For major projects, the funds come from federal or state sources. Federal funds are currently authorized by the Transportation Equity Act for the 21st Century (nicknamed TEA-21) which provides funds for highway, bridge, highway safety, transit, and other surface transportation programs through the year 2003. Safety is the top priority under TEA-21. Other key priorities are to maintain the existing system, protect the environment, and provide access to jobs. TEA-21 provides funding for all modes of transportation and financially supports transportation research and technology.

In Pennsylvania, the Pennsylvanian State Legislature and the State Transportation Commission perform a critical role in determining and allocating transportation funds through the Department of Transportation, known as PennDOT. PennDOT’s priorities are very similar to those of the federal government and can be found in the Pennsylvania Statewide Long Range Transportation Plan 2000 - 2025, “PennPlan.” The county and local municipalities receive liquid fuel funds, money from the tax we pay when we purchase gasoline, for maintaining and improving the roadway system. In an average year, the combined total of dollars spent on transit, transportation construction, maintenance, and improvements in Lancaster County is approximately \$57 million dollars, and we believe you need to play a role in determining how the funds are used.



Lancaster County’s MPO

Who is our MPO?

Lancaster County’s MPO was first created in 1965 through an agreement between the Pennsylvania Department of Transportation (PennDOT), City of Lancaster, and Lancaster County. Now called the Lancaster County Transportation Coordinating Committee (LCTCC), our MPO covers all 60 municipalities in Lancaster County. It was recently expanded to 21 voting members.

What does our MPO do?

TEA-21 requires any MPO to perform a variety of tasks in order to receive federal transportation planning funds. These tasks are recorded and updated annually in the Unified Planning Work Program (UPWP). The UPWP is a listing of all planning work/studies to be performed in a given year and is adopted in the early part of each year. It takes effect at the beginning of the state fiscal year (1 July through the following 30 June.) The Transportation Technical Advisory Committee (TTAC) advises the LCTCC on all transportation matters that come before it. TTAC has 17 voting members

representing a wide range of interests within the county.

From time to time, the LCTCC will appoint a task force or steering committee to carry out a specific planning assignment such as updating the Long-Range Transportation Plan or overseeing the preparation of a corridor study.

Does our MPO have a vision statement?

Yes, the vision statement of the LCTCC is taken directly from the adopted Long-Range Transportation Plan. The current vision statement taken from the 2001-2025 Plan is the following:



“The future transportation system of Lancaster County will move people and goods safely, efficiently, and conveniently throughout the county, and between the county and adjacent counties. The system will support the Lancaster County Comprehensive Plan by providing a balanced intermodal transportation system which enhances mobility, strengthens the economy, and protects the environment.”

LCTCC Voting Members as of March 2001

Howard "Pete" Shaub, LCTCC Chair, Lancaster County Commissioner

Mayor Charlie Smithgall, LCTCC Vice Chair, City of Lancaster

Sen. Gibson E. Armstrong, State Senate

Rep. John E. Barley, State House of Representatives

Dan Zimmerman, Lancaster County Planning Commission

Carlton P. Groff, Lancaster County Planning Commission

Lois Herr, Lancaster County Planning Commission

Julianne Dickson, Lancaster County Planning Commission

Allan Granger, Lancaster County Planning Commission

Martin P. Hughes, Lancaster County Planning Commission

Gary A. Nace, Lancaster County Planning Commission

J. Scott Ulrich, Lancaster County Planning Commission

R. Michael Wagner, Lancaster County Planning Commission

Public Works Director, City of Lancaster

Justin V. Thomas, Lancaster City Planning Commission

Fred Ward, Lancaster City Planning Commission

Jean Weglarz, Lancaster City Planning Commission

Lou Schultz, PennDOT Central Office

Barry Hoffman, PennDOT District 8-0 Office

Sandra Thompson, Red Rose Transit Authority

David F. Eberly, Jr., Lancaster Airport Authority

TTAC Voting Members as of March 2001

Gary A. Nace, TTAC Chair, Lancaster County Planning Commission

Ralph Hutchison, TTAC Vice Chair, Lancaster Inter-Municipal Committee

William Ebel, Environmental Community

Greg Engroff, Lancaster Airport Authority

Richard Esposito, Amtrak

Allan Granger, Lancaster County Planning Commission

William Hoffman, Non-motorized Vehicle Interests

Martin P. Hughes, Lancaster County Planning Commission

James J. Lutz, Red Rose Transit Authority

Charles Maneval, City of Lancaster

T. W. Musselman, Motorized Vehicle Interests

J. P. Puschak, Business and Finance Community

Mark Richards, Lancaster Chamber of Commerce & Industry

Thomas Showers, Local Municipal Interests

Rep. Jere Strittmatter, Lancaster County Delegation

Lisa Wassel, PennDOT Central Office

Jeffrey Weaver, PennDOT District 8-0 Office

Our MPO's Responsibilities for the Transportation Planning Process

LCTCC has the lead responsibility to ensure that the transportation process is being carried out in accordance with federal and state regulations and to remain consistent with the county's Comprehensive Plan. Important steps in this process include:

UPWP

The **U**nified Planning Work Program (**UPWP**) guides the transportation planning activities of the LCTCC. The **UPWP** is prepared by the LCTCC and describes all metropolitan transportation and transportation related air quality planning activities within the county for an entire year. Additionally, the **UPWP** includes a budget that shows the federal, state, and local funds that are committed to the completion of the planning activities.

Long-Range Transportation Plan

Much of the transportation planning work is directed towards implementing and updating the county's Long-Range Transportation Plan. This work takes the form of studies, data collection and analysis, the use of management systems, forecasts of future travel based on future

land use, and prioritization of projects for funding and implementation. The 2001-2025 Long-Range Transportation Plan was adopted in April 2001 and provides a blueprint for transportation improvements over the next twenty-five years. The plan uses the seven planning factors specified by **TEA-21** to guide the development of goals and priorities of the plan.

TEA-21's Seven Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **I**ncrease the safety and security of the transportation system for motorized and non-motorized users.
- **I**ncrease the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- **E**nhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- **E**mphasize the preservation of the existing transportation system.

Transportation Improvement Program (TIP)/State TIP (STIP)/12 Year Program

The LCTCC, with assistance of PennDOT and Red Rose Transit Authority (RRTA), develops, adopts, and manages the Transportation Improvement Program (TIP), the county's short range transportation investment strategy. The TIP prioritizes the county's transportation related projects within the constraints of federal, state, and local funding that the county can reasonably expect to receive within the next four years. Projects that are included in the TIP must come from an approved Long-Range Transportation Plan. All projects listed in the TIP must conform to the Clean Air Act Amendments' requirements which state that any proposed activity should not lead to any further degradation of the county's air quality, but instead improve the air quality and move us toward meeting the federal clean air standards. Additionally, there must be adequate public involvement including an advertised public hearing in the development of the TIP.

The state TIP (STIP) is a combination of all TIPs from across the entire state, including the urban and rural portions of the state.

The STIP is consistent with the first four-year period in the state's Twelve-Year Program. The same is true for our MPO's TIP. It coincides with the first four-years of our county's portion of PennDOT's Twelve-Year Program. The State Transportation Commission (STC) adopts the Twelve-Year Program that includes three four-year periods. The Twelve-Year Program also includes freight rail, aviation, and port projects that are not in the STIP or our TIP. The Twelve-Year Program is a combination of all projects receiving funds from any federal transportation source, whereas the TIP and STIP only identify projects receiving funds allocated throughout the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).



Corridor Studies

The LCTCC sponsors and directs the completion of various corridor studies within the county. The purpose of a corridor study is to document the transportation needs and the current and projected land use patterns in a corridor and to develop a comprehensive plan to address the identified needs. A study will closely evaluate the relationship between how land use influences the transportation network

and how transportation improvements can affect future land use. Corridor studies are one way of providing the initial step in identifying viable transportation projects.

Intermodal, Non-Motorized, Aviation, and Transit Transportation Planning

The LCTCC provides planning for all modes (forms) of transportation in Lancaster County. **I**ntermodal transportation planning refers specifically to the connections and the transfer of people and goods between the different modes. An example is planning for direct access to the Lancaster Amtrak Station by Red Rose Transit Authority (RRTA) buses. The Lancaster County Bicycle and Pedestrian Transportation Plan places strong emphasis on integrating bicycles and pedestrians into the transportation planning process to develop specific facility improvements. The Lancaster Airport Authority performs aviation planning for the county's only commercial and public

use airport, the Lancaster Airport. Their planning efforts are coordinated with the LCTCC, as are RRTA's. Passenger rail service planning is coordinated by Lancaster County Planning Commission (LCPC) staff with Amtrak, the Strasburg Rail Road, and Penn**DOT**. Soon the LCTCC will begin a study of freight movement between the Port of Wilmington, **D**elaware and Harrisburg, Pennsylvania that passes through Lancaster County. This study will be coordinated with the other affected MPO's, Penn**DOT**, and the Norfolk Southern Railroad.



Other Planning Support Activities (Cordon Count, HPMS, Modeling)

The LCTCC is also responsible for other planning support activities that are performed by LCPC staff. One support activity is completing the yearly traffic data collection for PennDOT's Highway Performance Monitoring System (HPMS). HPMS is a federal requirement that includes the monitoring of pavement conditions and traffic count volumes along state owned roadways within the county. Staff also collects data for calibrating and validating the county's Travel Demand Forecasting Model. This computer simulation model uses current and projected future population and employment information to predict travel patterns on the county's highway network. Also the staff collects and analyzes data and prepares the biannual Cordon Count Report. This report was established to monitor traffic at points along the boundary of Lancaster City. The report monitors travel behaviors such as carpooling, public transit use, and single-occupant automobile use.

Transportation Enhancements

Transportation Enhancements is a unique program that provides federal funds for projects that "enhance the transportation experience." The program has enabled communities and groups to improve their quality of life through walking, bicycling, scenic beautification, historic preservation, and land acquisition projects. Municipalities and non-profit groups sponsor a project by



applying for funding and submitting an application to the LCTCC. The LCTCC's role in the program is to review and rank the candidate projects and to provide funding for projects in our area through the LCTCC's **TIP**. Penn**DOT** administers the program by reimbursing the project sponsors with funds shown on the **TIP**.

In 1999, the LCTCC provided over one million dollars in funding to complete six transportation enhancements projects within the county. The projects include the construction of a greenway along the Conestoga River and of a heritage trail and bike path, the restoration and rehabilitation of two historic railroad stations, the restoration of the **Elizabethtown** Amtrak train station, and the creation of interpretive exhibits at the Railroad Museum of Pennsylvania.



Lancaster County Municipal Transportation Grant Program

The Lancaster Board of County Commissioners adopted the Lancaster County Municipal Transportation Grant Program in January 1990. The grant program provides county financial assistance for transportation improvement projects initiated by and partially funded by municipalities, Red Rose Transit Authority (RRTA), and the Lancaster Airport Authority. The funding for the program is provided through bonds issued by the Board of County Commissioners, County general fund resources and liquid fuels tax revenues. The program begins each year in January with the publication and distribution of the application guidelines. The completed grant applications are due back to the county in early April. TTAC appoints a task force to review and evaluate the projects in April and May with the assistance of the staff. The task force prioritizes the grant applications and recommends funding to TTAC and the LCTCC. The LCTCC has an opportunity to review the grant applications and provides the final recommendations for funding to the Board of County Commissioners. The Board of County Commissioners makes the grant awards and announces the recipients during the summer months.

Are LCTCC and LCPC the Same Organization?

No, the Lancaster County Transportation Coordinating Committee (LCTCC) and the Lancaster County Planning Commission (LCPC) are not the same organization. However, nine of the twenty-one voting members that comprise the LCTCC are members of the LCPC.

Here are the roles of each organization

LCTCC

The main role or purpose of the LCTCC is to conduct a continuing, cooperative, and comprehensive transportation planning and programming process. The two most visible activities to the public eye are conducting corridor studies and prioritizing regionally significant transportation projects that will receive federal, state, and local funds through the LRTP and TIP.



LCPC

The main role or function of the planning commission is to plan for and guide growth and development in Lancaster County so that development occurs in an orderly, rational, and reasonable manner. Generally, this is accomplished by implementing the County Comprehensive Plan and by participating in the development of municipal or regional comprehensive plans. The most visible activity of the planning commission is the biweekly meetings to approve or to provide recommendations for development proposals, i.e., subdivision and land development plans, and to provide advisory recommendations on a wide range of local planning issues.



A traffic crash between an automobile and a horse-drawn carriage motivated Garrett Morgan, in 1923, to invent and patent the first automatic traffic signal to make streets safer for motorists and pedestrians.

Here are the legal responsibilities for the two organizations

LCTCC

The LCTCC, as the county's MPO, has specific transportation planning responsibilities that are mandated by the federal TEA-21 transportation act, including the federal conformity process stipulated by the Clean Air Act Amendments. The LCTCC works in conjunction with PennDOT and RRTA to develop the Transportation Improvement Program and to assist with the required environmental studies that are necessary in the completion of the transportation improvements. Also, LCTCC performs various traffic data collection programs required by the state.



LCPC

LCPC has the responsibilities set forth in the Pennsylvania Municipalities Planning Code (MPC). The MPC is the state law that governs and authorizes local municipalities to plan their development. The commission is the only agency concerned with planning on a county-wide basis. The commission is enabled by the MPC to serve as an advisor to municipal governments on a variety of planning matters including municipal comprehensive planning, infrastructure planning, and zoning. Additionally, the commission reviews development plans for those municipalities which have adopted their own subdivision and land development regulations. The commission also administers the county's subdivision and land ordinance that is used by those municipalities that have opted not to adopt their own ordinance.

Amtrak®

Julius Caesar, in 45 B.C., banned vehicles from the central business district in Rome to alleviate congestion and introduced one-way streets and off-street parking requirements.

Here is what they have in common

Lancaster County's Comprehensive Plan

The Lancaster County Planning Commission (LCPC) is responsible for developing and implementing the county's Comprehensive Plan. The plan is the official county document that serves as a guide to the long-range physical development of Lancaster County. **O**ne element of the plan is the Long-Range Transportation Plan (LRTP). As stated previously, LCTCC is responsible for adopting and implementing the LRTP. Therefore, both LCPC and LCTCC are collectively working on implementing the goals and objectives of the Comprehensive Plan.

Staff Resources

The Lancaster County Planning Commission staff is comprised of four divisions overseen by the **E**xecutive **D**irector. The four divisions are **E**conomic **D**evelopment, Long Range Planning, Community Planning, and Transportation Planning. **E**ach of the divisions has its own responsibilities in implementing the Comprehensive Plan. The Transportation Planning **D**ivision also provides staff services and resources for the LCTCC.



Glossary of Terms and Acronyms Commonly Used in Transportation Planning

Clean Air Act Amendments (CAAA) - This federal legislation was signed into law in 1990 to change both federal and state approaches to regulating air quality. It also mandates programs to curb acid rain, urban air pollution, and toxic air emissions. The CAAA calls for emission reduction measures in air quality non-attainment areas as part of the transportation improvement projects. Projects in non-attainment areas may not increase the amount of emissions from the transportation sector. In order to reduce emissions, it is helpful to fund projects that reduce the number of cars on the roadway by encouraging drivers to use mass transit, ridesharing, and carpooling.

Conformity - The CAAA also stipulates that any approved transportation project, plan, or program must be consistent with the State Implementation Plan, a document which contains procedures detailing how a state will attain or maintain compliance with National Ambient Air Quality Standards.

Cordon Count Program - This program was established in 1992 to monitor traffic crossing the City of Lancaster's boundary at fourteen locations. Each year a report was published documenting the spring count and providing data on travel behaviors such as carpooling, public transit use, and single-occupant automobile use. Beginning in 1998, the count was made and findings reported every other year.

Corridor Study - A study to document the transportation needs and the current and projected land use patterns in a specific geographic area along one or more transportation routes (corridors). The study also develops a comprehensive plan to address the identified needs.

Federal Fiscal Year (FFY) - The federal fiscal year begins 1 October and ends the following 30 September. For example, FFY 2002 begins 1 October 2001 and ends 30 September 2002.



Highway Performance Monitoring System (HPMS) - A **F**ederal Highway Administration (**FHWA**) system designed to collect and analyze traffic information of the nation's streets and highways to serve the data and information needs of the **FHWA** and the **U.S.** Congress.

Intermodal - The term “mode” refers to and distinguishes various forms of transportation, such as automobile, transit, ship, rail, bicycling, and walking. **Intermodal** refers to the use of more than one mode to accomplish a trip or to the connections between modes.

The Lancaster County Comprehensive Plan - The Lancaster County Comprehensive Plan is the official county document that serves as a guide to the long-range physical development of Lancaster County. The Comprehensive Plan is a regional plan, and local officials are encouraged to incorporate the policies and build on the concepts in the plan when they develop more detailed local planning documents.



Lancaster County Planning Commission (LCPC) - The only agency in the county that comprehensively addresses county-wide planning issues. The Commission integrates adopted county policies to support the implementation of county-wide plans for the future. The agency protects the health, safety, and welfare of our residents; provides leadership in the management of growth and change in the county; and balances the desire to preserve the uniqueness of Lancaster County.

Lancaster County Transportation Coordinating Committee (LCTCC) - The **MPO** designated by the Governor of Pennsylvania to carry out the transportation planning/programming process in Lancaster County, to adopt/amend LRTP's and **TIP**'s, and to keep the region eligible to receive federal transportation funds.

Mobility - The door-to-door experience of travelling or shipping goods throughout our communities and across the county, measured in terms of travel time, comfort, convenience, safety, and cost.



Metropolitan Planning Organization (MPO) - A planning group designed by the Governor for each urban area with a population of more than 50,000. MPO's are required by federal law for the purposes of conducting an inclusive transportation planning and programming process. Members include both private citizens and local government officials. The Lancaster County Transportation Coordinating Committee is the MPO for Lancaster County.

Non-attainment Areas - Areas that do not meet national ambient air quality standards for designated pollutants. They are ranked by the severity of their problem as marginal, moderate, serious, severe, or extreme. In accordance with the Clean Air Act Amendments of 1990, these areas must implement specific emission reduction measures.

Ridesharing - A program that offers free commuter matching service. In our county, interested commuters may register with the Lancaster County Rideshare Program and are sent a personalized matchlist of commuters which the individual may choose to contact. The Lancaster Chamber of Commerce & Industry receives government funding to provide these services to Lancaster County residents and employers.

State Fiscal Year (SFY) - The state's fiscal year begins 1 July and ends the following 30 June. For example, SFY 2002 begins 1 July 2001 and ends 30 June 2002.

State Transportation Commission (STC) - Mandated by PA Act 120 of 1970, this body consists of the state's Secretary of Transportation, the Chairman of the House and Senate Transportation Committees, and nine other members appointed by the Governor. Its purpose is to gather and study all available data relating to the needs for highway and bridge construction or reconstruction, and the needs for aviation, rail, and mass transit facilities, and services. The main responsibility is to determine which projects should be constructed or reconstructed and thus be included in the State's Twelve-Year Program.



Statewide Transportation Improvement Program (STIP) - The combination of all **TIPs** from across the entire Commonwealth of Pennsylvania, adopted by the **MPO's** and the rural planning organizations.

Steering Committee - A working group responsible for overseeing the conduct of a specific study or project.

Task Force - A group assigned to develop and accomplish a specific task or project.

Transportation Equity Act for the 21st Century (TEA-21) - Landmark federal transportation legislation signed into law on 9 June 1998 covering highway, highway safety, transit, and transportation research programs. **TEA-21** builds on the initiatives established in **ISTEA**. **TEA-21** will provide federal transportation funds to the states through 30 September 2003.

Transportation Improvement Program (TIP) - The four-year program that lists all regionally significant and federally funded projects and services in the county. It is developed in cooperation with **PennDOT** and Red Rose Transit Authority, and is adopted by the **MPO**. The **TIP** is consistent with the first four years of the Commonwealth's Twelve-Year Program and is approved by the **Federal Highway Administration**, **Federal Transit Administration**, and the **U.S. Environmental Protection Agency**.

Transportation Technical Advisory Committee (TTAC) - An advisory committee of the **MPO** that oversees the technical work of the **LCPC** staff and develops recommendations to the **LCTCC** on all transportation matters.



Travel Demand Forecasting Model - A mathematical computer program devised to simulate existing, measurable travel characteristics and to estimate future travel on major portions of the transportation system assuming changes in both land use and the transportation system.

Twelve-Year Program - The Commonwealth's prioritized project listing, as recommended by PennDOT and adopted by the State Transportation Commission, of those transportation improvements identified for development and implementation in Pennsylvania during the upcoming 12 years. The plan, together with any additions or changes, is subject to review and re-adoption biannually.

Unified Planning Work Program (UPWP) - Includes all transportation planning activities carried out in a region. In our county, the planning partners are PennDOT, the LCTCC, and RRTA. Our UPWP also serves as the basis for an annual transportation planning grant from PennDOT to Lancaster County. It is jointly developed by PennDOT and the LCTCC, and approved by FHWA and FTA.

Vision Statement - A statement describing what the members of a community agree on, what they want their community to look like, and how they want it to function in the foreseeable future (3 to 25 years). A vision statement is the central message focusing the community's most significant values. More importantly, the process of agreeing on a vision statement – a consensus – helps the community distinguish what common resources are to be preserved and which community aspects are to be changed.



Transportation Planning Staff Contacts & Responsibilities:

Ronald T. Bailey, **Executive Director**,
Lancaster County Transportation
Coordinating Committee
Responsibilities: **MPO** Administration,
Transportation System **Development**, and
Enhancements

Christopher R. Neumann, **Deputy**
Director for Transportation Planning
Responsibilities: **MPO** Secretary, **Division**
Management, Budgeting, Transit Planning,
Corridor Studies, Major Transportation
Projects, and News Media

Matthew S. Smoker, Senior
Transportation Planner
Responsibilities: Long-Range
Transportation Plan, Corridor Studies,
Major Transportation Projects, and
Citizens' Guides

Carol K. Palmoski, Senior Transportation
Planner
Responsibilities: **TIP** **Development**, Traffic
Modeling, Air Quality Conformity, and **GIS**

Lauri A. Phillips, Transportation Planner
Responsibilities: Safety Planning, Bicycle
& Pedestrian Planning, **Development** &
Zoning Reviews, and Transportation
Enhancements

Jonathan M. Heilman, Assistant
Transportation Planner
Responsibilities: HPMS, Municipal
Transportation Grant Program, Public
Assistance, and Cordon Count Report

Mary H. Bushong, Contracts & Grants
Administrator
Responsibilities: Municipal Transportation
Grant Administration, Contract and
Grants **Development/Administration**,
and Consultant Agreements

Katherine **V.** Willis, Administrative
Secretary
Responsibilities: LCTCC & TTAC Meetings,
Division Support, and **Daily** Coordination

This guide was produced and written by
Matthew S. Smoker and designed by
Lynn M. Stiles.



Sources for Obtaining More Information

To get in touch with the Lancaster County Transportation Coordinating Committee:

Write or visit:

Lancaster County Transportation Coordinating Committee

50 North **D**uke Street

PO Box 83480

Lancaster, PA 17608-3480

Phone: (717) 299-8333

Fax: (717) 295-3659

E-mail: Planning@co.lancaster.pa.us

Web Site: www.co.lancaster.pa.us/Planning.htm



Scheduled Meetings (Please call first to verify meeting date):

LCTCC: Meets approximately five times a year on the 4th Monday of the month at 1:00 p.m. All meetings are held in the Lancaster County Planning Commission meeting room 601/602 on the 6th floor of the New County Courthouse Building.

TTAC: Meets most months on the 2nd Wednesday of each month at 1:00 p.m. All meetings are held in the Lancaster County Planning Commission meeting room 601/602 on the 6th floor of the New County Courthouse Building.

Executive Director: Ronald T. Bailey

Major funding support for the LCTCC is provided by the Board of Commissioners for Lancaster County:

Paul Thibault, Chairman

Howard “Pete” Shaub, **V**ice-Chairman

Ron **F**ord, Commissioner

Timothea Kirchner, County Administrator

Additional funding is provided by and through the Commonwealth of Pennsylvania

Governor Tom Ridge

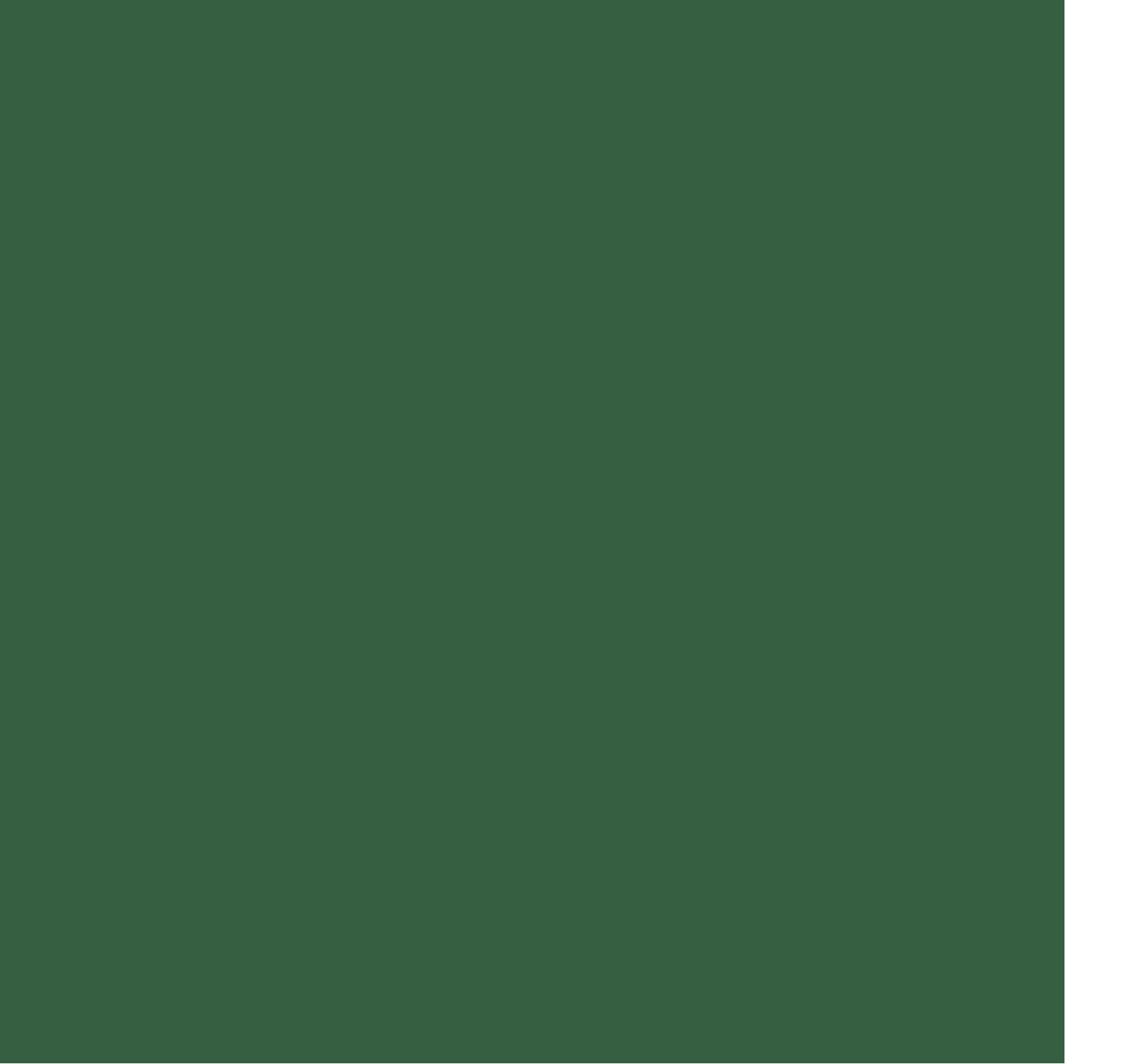
Secretary of Transportation Bradley L. Mallory





Gary A. Nace
Chairperson of the Transportation Technical
Advisory Committee

“In closing, we would like to stress that the public’s opinion, knowledge, and views provide valuable insight in how our transportation system is performing today and how it could perform better in the future. Therefore, we encourage you to get involved and to contact us for additional information. Let’s plan our future together.”



Lancaster County Transportation
Coordinating Committee
50 North **D**uke Street
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